



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WARREN, MI	<b>Accident Number:</b>	CHI88FA075
<b>Date &amp; Time:</b>	03/10/1988, 0026 EST	<b>Registration:</b>	N900WP
<b>Aircraft:</b>	BEECH E18S	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE FLT WAS AN AIR TAXI CARGO FLT CARRYING TRUCK PARTS. AFTER TAKEOFF, THE TWR ASKED THE PLT IF HE WAS IN DIFFICULTY AND THE PLT REPLIED 'ROGER' AND REQUESTED A CHANGE OF FLT PLAN. THE ACFT WAS SEEN FLYING ERRATICALLY JUST ABOVE THE TREE TOPS. THE ACFT DESCENDED ALMOST VERTICALLY INTO A RESIDENTIAL AREA. THE REAR OF ONE HOME WAS IGNITED BY THE IMPACT AND 2 OCCUPANTS OF THE HOUSE WERE FATALLY BURNED. POST ACC INVESTIGATION REVEALED NO ENG MALFUNCTION BUT THERE WERE DISCREPANCIES IN THE LOAD MANIFEST AND THE ACFT WT & BALANCE. BEFORE TAKEOFF A CO EMPLOYEE WATCHED THE PLT SECURE THE CARGO WITH ROPES NETS & CLIPS BUT DID NOT HELP BECAUSE HE 'DIDN'T KNOW WHAT THE PLT WAS DOING.' IMPACT 'AMAGE PRECLUDED DETERMINATION OF THE ORIGINAL PLACEMENT AND SECURITY OF THE CARGO AND ANY POSSIBLE SHIFTING PRIOR TO IMPACT. THE NET WEIGHT ON THE CARGO MANIFEST DID NOT INCLUDE THE WT OF THE TRAYS TO HOLD THE PARTS. THIS WAS AN OMISSION OF 150 LBS. CO PERSONNEL SAID NO WT & BALANCE INFO WAS LEFT WITH THEM WHEN THE ACFT DEPARTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) DISPATCH PROCEDURES - INADEQUATE - COMPANY/OPERATOR MANAGEMENT
2. (C) AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
3. (C) AIRCRAFT WEIGHT AND BALANCE - IMPROPER
4. (C) AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE
5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (F) SUPERVISION - POOR - COMPANY/OPERATOR MANAGEMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/08/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1764 hours (Total, all aircraft), 375 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N900WP
<b>Model/Series:</b>	E18S E18S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BA298
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/01/1987, AAIP	<b>Certified Max Gross Wt.:</b>	10100 lbs
<b>Time Since Last Inspection:</b>	121 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-985-B14
<b>Registered Owner:</b>	LAFAYETTE AVIATION, INC.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	LAFAYETTE AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DET, 625 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1227 EST	Direction from Accident Site:	160°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Overcast / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -4°C
Precipitation and Obscuration:			
Departure Point:	DETROIT, MI (DET)	Type of Flight Plan Filed:	None
Destination:	FORT WAYNE, IN (FWA)	Type of Clearance:	VFR
Departure Time:	0021 EST	Type of Airspace:	Class D

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	2 Fatal	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GEORGE H SEIDLIN	Report Date:	09/11/1989
Additional Participating Persons:	ARTHUR A WARNER; BELLEVILLE, MI DENNIS R MIEMEIER; BELLEVILLE, MI KENNETH E GARDNER; WICHITA, KS		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).